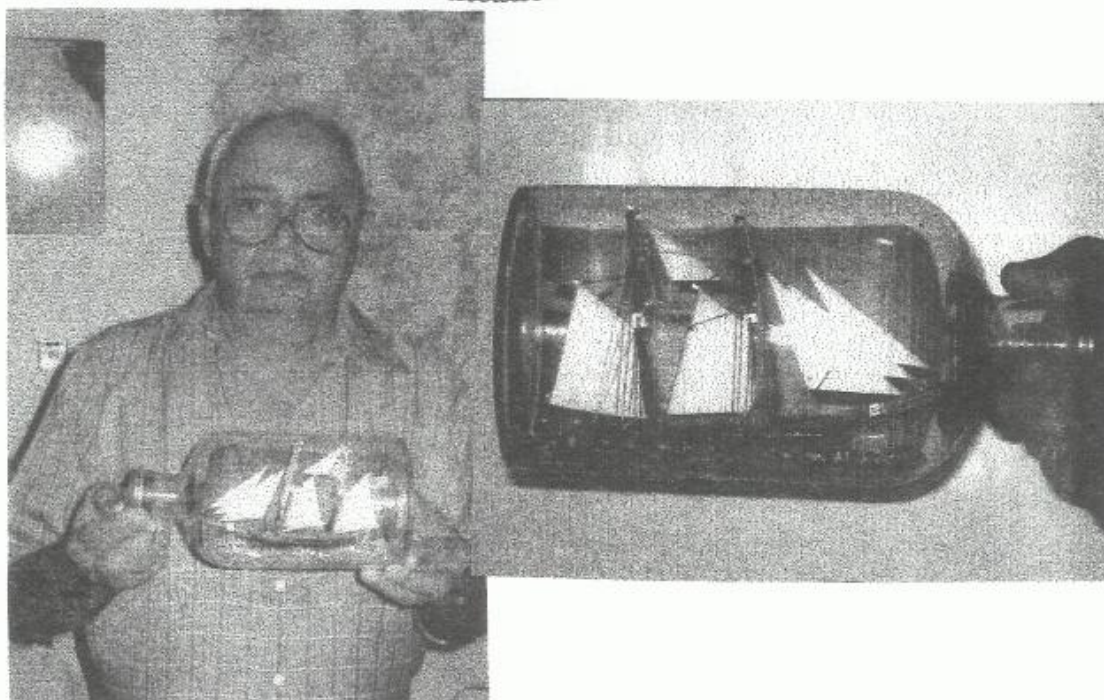




2005-3



Chris Nair (above) of Jabalpur, India sent in these photos of his latest work via E-Mail. He didn't mention the ship's name.

**JOURNAL OF THE SHIPS-IN-BOTTLES
ASSOCIATION OF AMERICA INC.**

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

COPYRIGHT 2005 by the Ships-in-Bottles Association of America. ALL RIGHTS RESERVED. No part of this manuscript may be reproduced in any form without the express written permission of the publishers.

MEMBERSHIP in the Association is open to any person, regardless of ability as a Ship-in-Bottle builder. For a membership application, please write to the Membership Chairman—Don Hubbard, P. O. Box 180550, Coronado, CA 92178-0550 U.S.A. ANNUAL DUES ARE \$ 25.00 per year, for both North American and Overseas members, except for Overseas members wishing to receive The Bottle Shipwright, via First Class Mail. The dues for those members are \$28.00 per year. Dues should be sent to Don Hubbard at the above address.

DO NOT SEND CASH. SEND CHECK OR MONEY ORDER ONLY.

ARTICLES & PHOTOGRAPHS for publication in THE BOTTLE SHIPWRIGHT should be sent to the editor at 5075 FREEPORT DRIVE, SPRING HILL, FLORIDA 34606 U.S.A. Material which should be returned to the sender should be clearly indicated. Every effort will be made to safeguard such material, but the association cannot be held responsible for loss or damage. The Editor may be required to modify articles or submissions within the context of the original to fit the format and page length of the publication. **WRITTEN AND SIGNED PERMISSION MUST ACCOMPANY ANY MATERIALS SUBMITTED.** Articles taken from another publication will not be used without express written permission, from that publication. A copy of the permission slip to be used appears in each issue of THE BOTTLE SHIPWRIGHT. Anyone submitting materials for publication in The Bottle Shipwright, may make as many photo copies as needed, or obtain additional copies, by sending a S.A.S.E. to the Editor at the address above

DEADLINE for submission is the second month of each quarter.

BACK ISSUES of The Bottle Shipwright are available from SAUL BOBROFF, 31 WASHINGTON STREET, BEVERLY, MA 01915 U.S.A. Cost is \$4.00 per issue for North American Members including postage. Overseas members cost is \$6.00 per issue. Please send check or money order payable to Saul Bobroff. **PATCHES** for the Ships-in-Bottles Association of America are available from RAY HANDWERKER, 5075 FREEPORT DRIVE, SPRING HILL, FL 34606. Please send check or money order payable to RAY HANDWERKER. The 4 inch embroidered patches are \$3.00 each. The 3 inch decals with easy peel backing are \$1.25 each or 2 for \$2.00.

Association Officers

JACK HINKLEY.....President
CHARLES HAND.....Vice President
DON HUBBARD.....Membership
ADAM MELLO.....Treasurer
RAY HANDWERKER.....Editor / Decals / Patches
SAUL BOBROFF.....Back Issues



Regular Features
FROM THE PRESIDENT
FROM THE EDITOR
FROM THE MEMBERS
BOOK REVIEWS

ADVERTISING RATES

Business Card-\$10.
¼-One Quarter Page-\$20.
One Third Page-\$30.
Full Page-\$60.

The copy will be printed in four consecutive issues (1-year) from the closest publication date of receipt. Checks for ads should be made payable to: "The Ships-In-Bottles Association of America" and sent along with ad copy to:

Mr. Adam Mello
La Siesta Village
113 Hacienda Dr.
Napa, CA 94558

Order Blank

To: Ray Handwerker, 5075 Freeport Dr., Spring Hill, FL 34606
From:

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Please send:

() 4 inch Embroidered Emblems @\$3.00

Total Enclosed: _____

DO NOT SEND CASH -Check or Money order Only. Made payable to Ray Handwerker, 5075 Freeport Dr., Spring Hill, FL 34606

The Bottle Shipwright

Volume 23.

Number 3.

ON THE COVER- Chris Nair of India
and his latest work.

BACK COVER- Post Cards from Bob de Jongste
Of Holland.

TABLE OF CONTENTS

S.S. Arabia, P&O Liner Plans from Bob Brown-----	3.
How to make a Hull, by Bob de Jongste-----	4.
Columbus Series, by Larry Oakes-----	5-7.
Letters from the Members-----	8-10.
Humor-----	11.
Notes from the Membership Chairman, by Don Hubbard-----	12-13.
Holocaust Bottles, by Burton D. Reckles-----	14-15.
Bulwarks, by Bob de Jongste-----	16-17.
Sail Amsterdam 2005 by Bob de Jongste-----	18.
E-Mail Addresses, inside the back cover.	



the
prez sez

.....ATTENTION ON DECK!

THIS IS THE CAPTAIN!!

It is a sad time after hurrican "Katrina" hit the United States. So on behalf of the members, SIBAA has contributed \$1000. to the American Red Cross for Hurricane Katrina relief.

I hope that members will contribute to the treasury to help make up the difference.

We have three members who live in the impact area.

Dr. Donald C. Faust, MD of Metairie, La.

Larry Oakes, of Eufaula, Al. and Mark Steffens, of Lake Charles, La. We all hope that they and their families are well, and that they did not suffer too much damage.

THIS IS MY PIGGY BANK AFTER FILLING MY CAR UP TODAY!!

THAT S ALL!



HIT THE BOTTLE

Jack

Send Material for the Editor to----
5075 Freepoint Drive, Spring Hill, FL 34606.
E-Mail-btishprt @ innet.com.

Ray Handwerker



In the Prez sez Jack mentioned some of our members that live in the areas hit by Katrina. Larry Oakes is one of them and you can see some of his work in this issue called the "Columbus Series" We are praying for all of them.

On another sad note, Jack and Dodie are off to Ohio to put there daughter to rest. Patricia passed away on September 4, 2005 from Pneumonia. She was only 50 years old.

Our prayers go out to Jack and Dodie.

Also I'am running out of ships plans, so if any of you have some that are not copyrighted and wish to send them in with the permission slip for us to use , we would appreciate them.

Now, lets refill those bottles.

WELCOME ABOARD NEW MEMBERS.

David Dikun, (welcome back) 1109 Karen Terrace, Linden, New Jersey. 07036
Paul R. Koehler, P.O.Box 68, Jenkintown, Pennsylvania. 19046.
Joseph J. Kubala, 4311 Ridge Dr, Mt Airy, Maryland. 21771.

ADDRESS CHANGES.

Edgar H. Fisher, Jr. 305 Pylant St. Senoia, Georgia, 30276-2033.
Thomas H. Smith, Jr. 1069 Whispering Woods Dr. Canton, Georgia. 30114-1231.
G. Robert Stetson, 760-136 Farm Rd. Marlborough, Massachusetts. 01752.
Craig S. Swirbliss, 1011 Orchard Hill Dr. Slidell, Louisiana. 70461.

(I was wrong, make that four members who were in Katrinas path)
William W. Howat, 393 Essex St. Apt. A211, Beverly, Massachusetts. 01915.
(sorry for not getting you in proper alphabetical order)

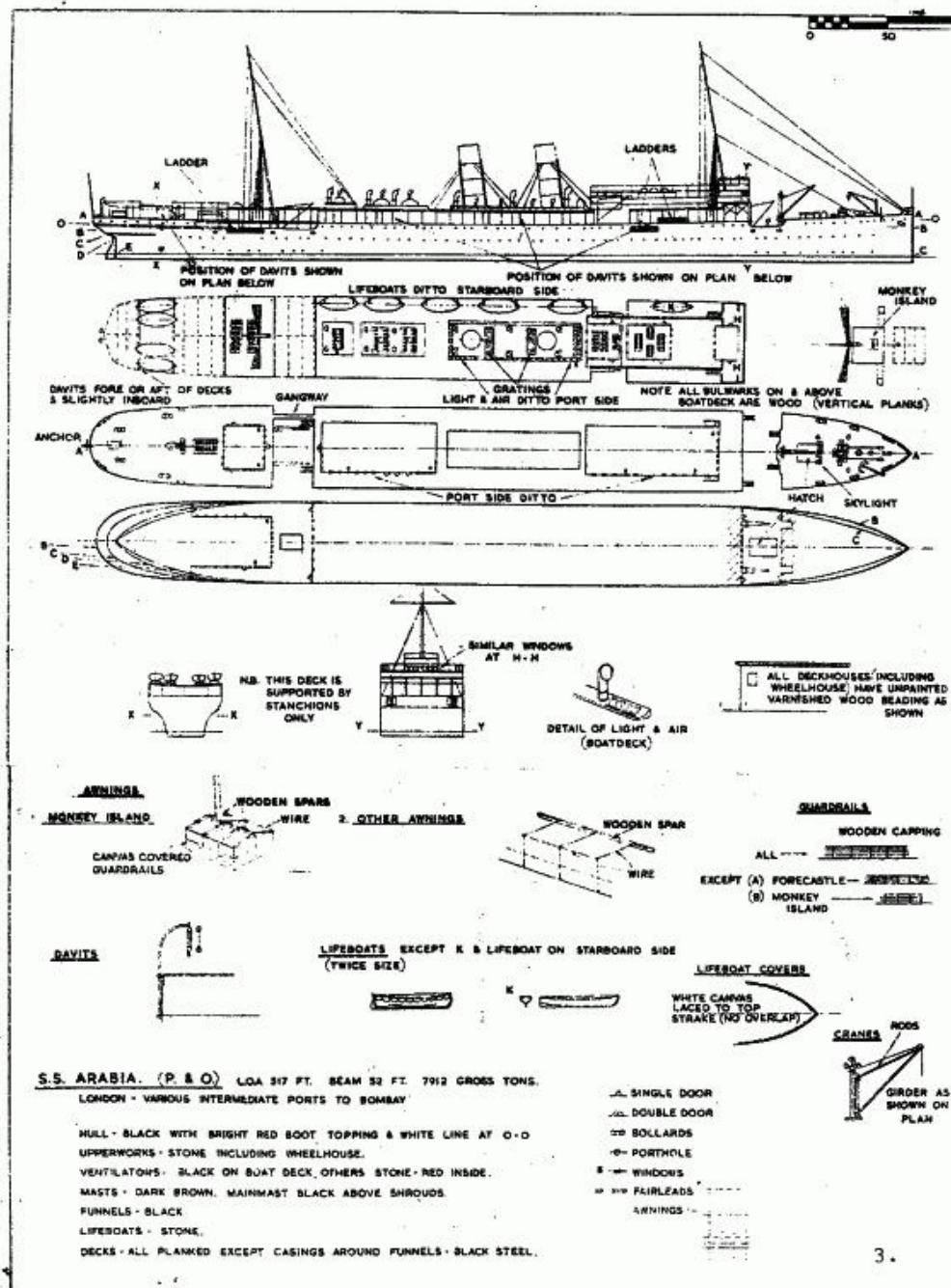
Hints from Charles A. Hand Jr.

Some gifts merit sharing, such as this unique bottle stand created by Don Bradley. It is carved from Walnut wood, angled at 45 degrees and sized for a 50 ml bottle. The signal flags spell the name of the recipient.

Some plastic pill containers - of the canister type - are suited for up-ending bottles of glue upon. The glue is then always ready to promptly flow out of the tip, and you'll get the last drop.

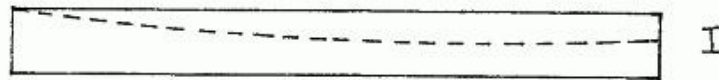
Does the small yacht you are bottling need chromed handrails along the edges of the cabin top? If so, a good material source is magazine staples. Those come in a variety of finely chromed wire. Use a staple remover - or strong knife blade - first on the central page folds to pry the legs of the staples vertical, then upon the spine to remove the staple. Needle-nosed pliers will aid in bending the staples flat and to the desired form. It is another great way to recycle things.

Postage stamps and labels are now mostly of the type that one peels from a backing sheet and then applies to a surface. These often have white borders that can be useful. One can make nameboards, gilded scrollwork, etc. on those using colored pens, then cut the item out, separate them from the backing with a sharp knife and apply to the model.. Their adhesive is superior to most,

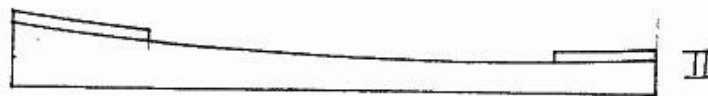


HOW TO MAKE A HULL.

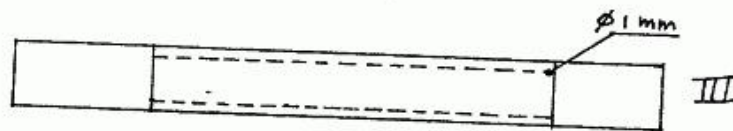
Take a piece of wood, 120 x 12 x 12 mm. Draw on the side the sheerline as indicated in figure I. Cut or fraise away the wood above the sheerline.



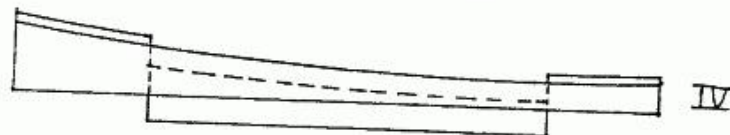
Glue some 2 mm thick wood to the forward deck and the poopdeck as is shown in figure II.



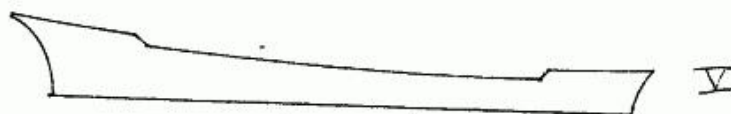
Drill a 1 mm hole as indicated in figure III. With a fretsaw you can saw out the deck.



Push the deck down. See figure IV. Glue the deck about 2 mm below the bulwarks and cut off the wood protruding from the hull.



Now you can start shaping the hull. Wrap a piece of fine emerypaper around a pencil to get beautiful curves, See figure V.



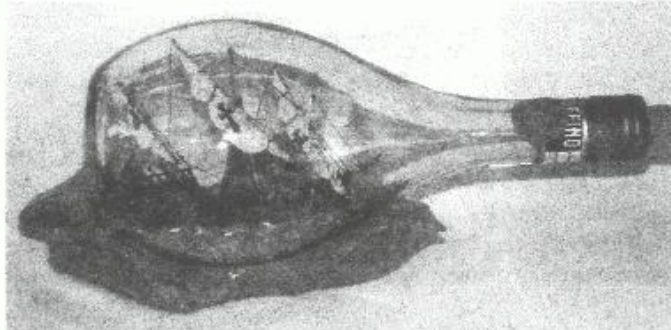
Good luck and try to improve what I just wrote down.

Columbus Series
The Nina, Pinta and Santa Maria
By Larry Oakes

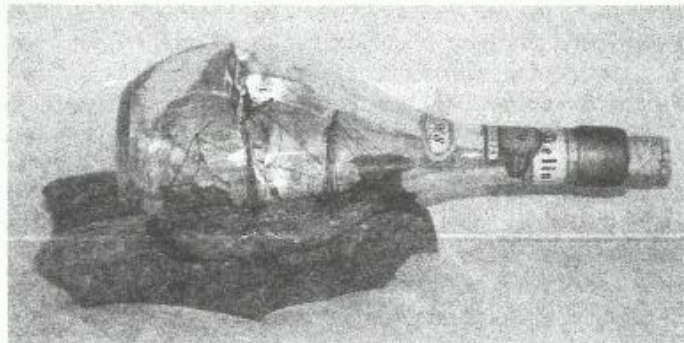
I am not a long time member of the Ships in Bottle of America, even though I have been building ships in bottles for many years. I won't bore you with the story of how and why I build ships in bottles in this article. But, I've been a member since last year and would like to contribute to the promotion of the craft in any way I can.

A series of (5) ships in bottles was recently completed. Christopher Columbus' tiny fleet is the subject vessels of the series. I know I'm slow at my projects because of the method that I use and the lack of time I can contribute to my obsession. It's not a hobby anymore, Its more than that, but its OK with my family and friends. Promoting this interesting maritime art is one of my objectives. The method I use is different than most others. My ships are installed through the neck, one piece at a time, without the benefit of hinges. I do my best, as all craftsmen do, to duplicate the ships as close to scale and detail as I possibly can. My information came hard to find for a long time. Now, the internet has been so very helpful and I can reduce my labor time, finding information, and devote more time to building ships in bottles. Information for the series was gathered from the National Geographic and Smithsonian Institute among other sources, including visits to museums. I hope you enjoy the photos of my Columbus Series below.

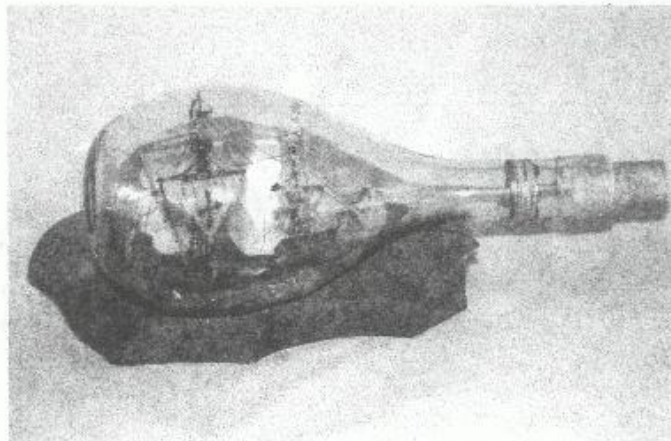




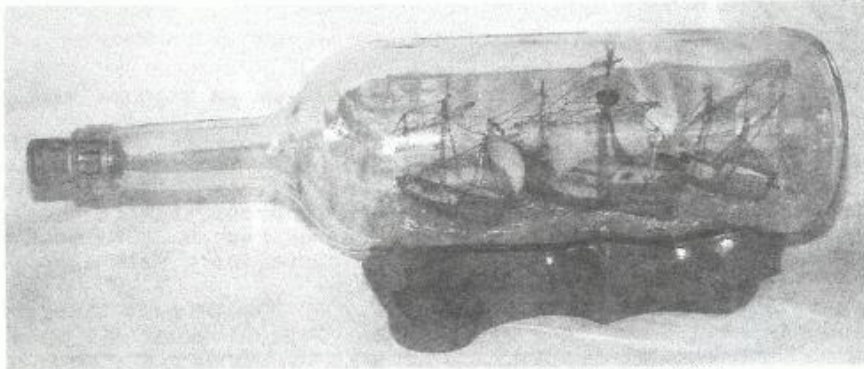
"Nina" SIB #053 - before her refitting, with sails furled and crew on board



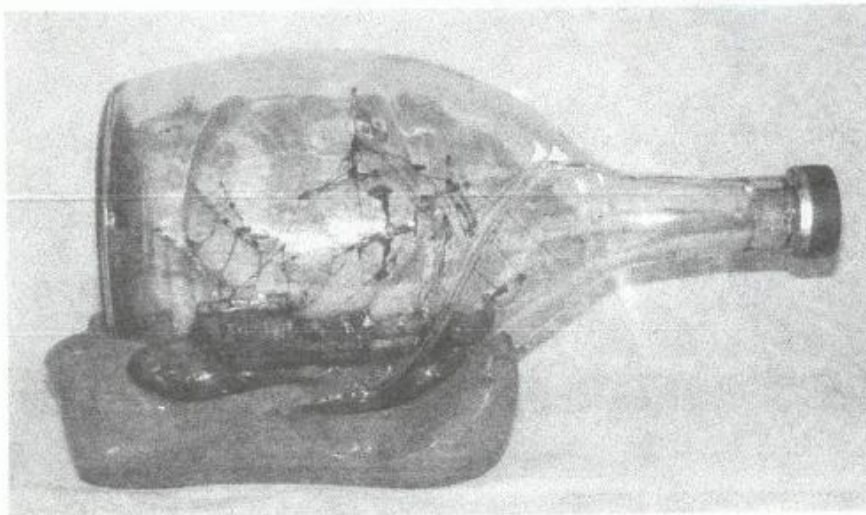
"Pinta" SIB #054 - the caravel sister ship to Nina.



"Santa Maria" SIB #055 - Columbus' Flag ship on the famous voyage.



The Nina, Pinta and Santa Maria in a bottle - SIB #051



The "Nina" after her first voyage to the Americas - SIB #052

Details of the refitted Nina were in National Geographic Magazine, Nov. 1986. That article of historical facts was gleaned from the Spanish Archives in intimate detail by Eugene Lyon and portrayed with an excellent illustration by Richard Schlecht. A visit to the Maritime Museum in Corpus Christi, Texas was also very rewarding. They have the best replicas of the three famous ships in dry dock that could ever be expected. And the staff there is very informative and pleasant to talk with. You can find more of my work on the web at "authenticshipsinbottles.com" The site is a work in progress but is informative and will get better in time.

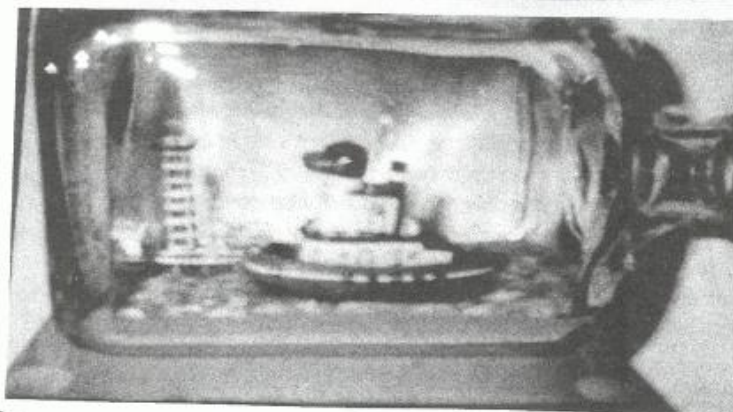
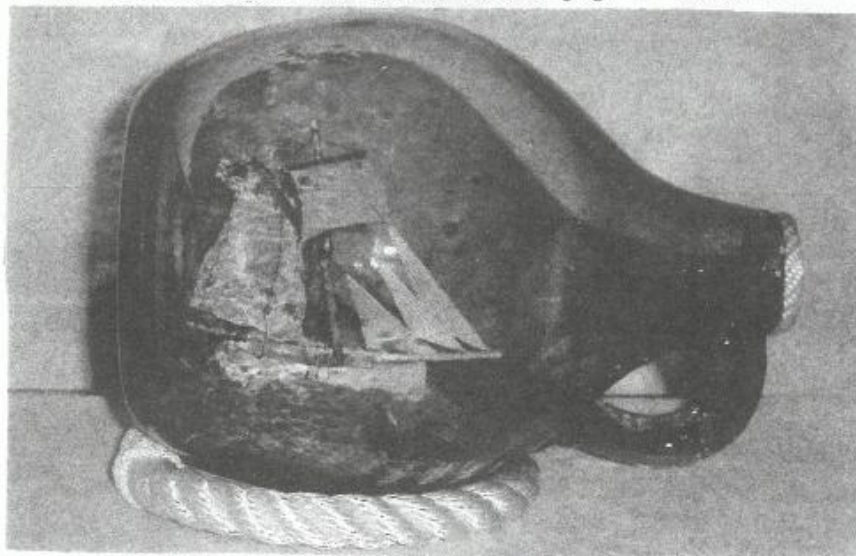
Men's hair has three styles - - parted, unparted, and departed!!

7 ·



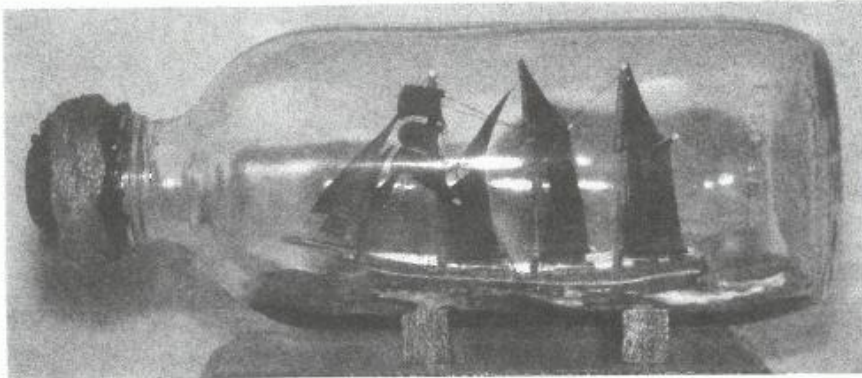
Of the Three new members we welcome with this issue, one, David Dikun, of New Jersey used to be a member, he is looking to build his first SIB. Joseph J. Kubala Jr. has no experience but has always had an interest in SIB's. Joseph is from Maryland. And Paul R. Koehler of, Pennsylvania, did not mention any experience. We welcome you aboard, and remember that this is your Journal, it is about you, what you do and how you do it. Without your input, tips, photos, articles and questions, we don't exist, so don't be shy or embarrassed about sending them in.

Below is a photo of member Herb Manley, of Connecticut's latest work a Sloop in an antique hand blown cobalt jug. 6" overall.

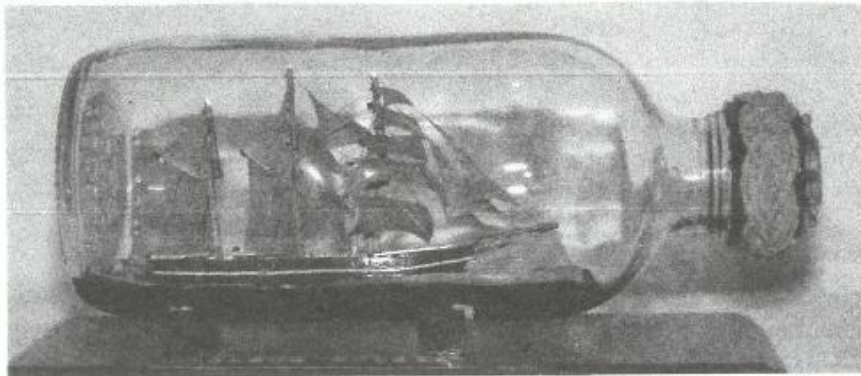


Lower Left a photo of Theo Tug Boat, with an Oil Rig. Sent in by Conrad N. Forget, of Chicopee, Massachusetts.

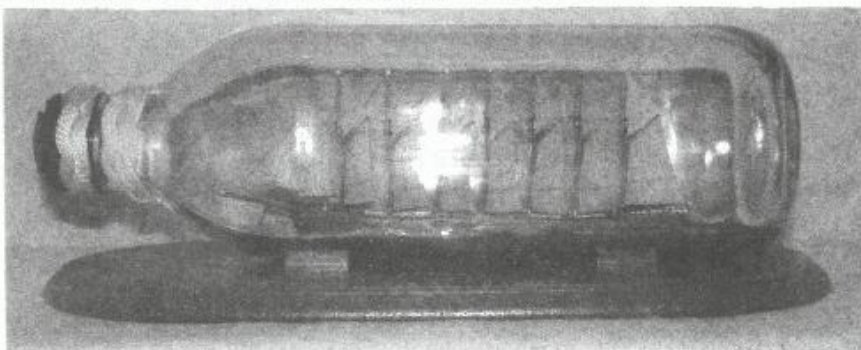
Well done Gentlemen.



These Photos from Ross Ewing of N.S.W. Australia. Above is the topsail Schooner "Island Queen" Below, Barquentine, "Island Breeze."



Below is the seven masted Schooner, "Thomas W. Lawson".





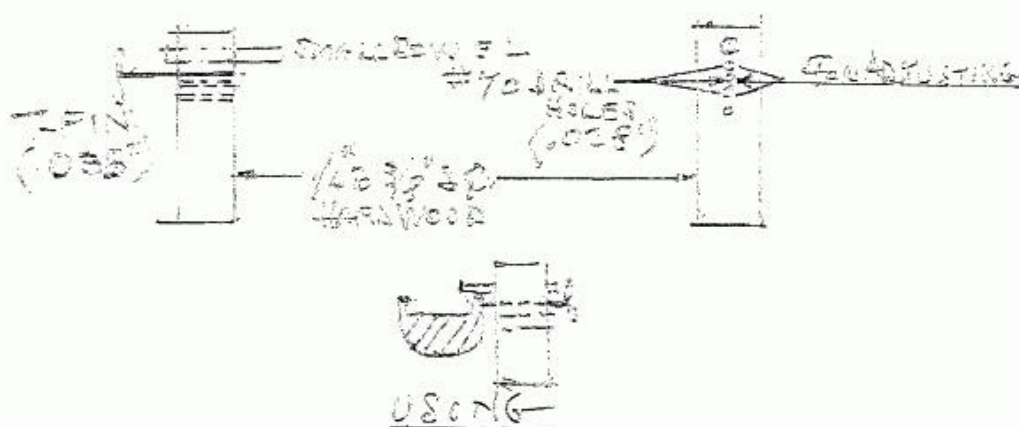
Letters from the members

Robert F. Frederick, of Seattle, Washington sent in a tip that may be useful for folks desiring certain colored cords for fancy on boat models.

A teaspoon or so of acrylic paint (thick kind) in a small jar with a screw on cap, Add water, shake it up and put in the cord and shake again to wet the cord. Leave over night. Then squeeze cord between fingers and dry over a line.

Below are Bob's plans for a simple scribe.

SIMPLE SCRIBER



US "ANDREW DORIA"

(by Bob de Jongste, Holland)

In the year 1776 the American warship "Andrew Doria" entered the port of the Dutch West Indian island St. Eustatius. The ship carried the flag of the young American republic, who shortly before had separated from the British Empire. In agreement with the polite form of address the captain of the ship lowered the flag and greeted the Dutch with 13 shots of his guns. The Dutch fortress "Oranje" answered his salute also with 13 shots. Very polite but with tremendous consequences, since with answering the American salute, the governor Johannes de Graaff had in fact in the name of the Dutch republic acknowledged the United States of America. It was the first time that the American flag was officially greeted by a foreign power. The British, who considered the Americans as rebellious colonists were furious and this incident was one of the reasons that lead to a war between England and Holland that was fought between 1780 and 1784. I have never been able to find some picture of the "Andrew Doria" since I planned to build this scene in a bottle. Now I am too old but perhaps one of the younger members can put the "Andre Doria" in a bottle.



Two little old ladies were attending a rather long church service. One leaned over and whispered, "My butt is going to sleep." "I know," replied her companion, "I heard it snore three times."

A guy with only seconds to live



"Did you name it after me, like you said you would?"

An elderly lady phoned her telephone company to report that her telephone failed to ring when her friends called - and that on the few occasions when it did ring, her pet dog always moaned right before the phone rang. The telephone repairman proceeded to the scene, curious to see this psychic dog or senile elderly lady. He climbed a nearby telephone pole, hooked in his test set, and dialed the subscriber's house. The phone didn't ring right away, but then the dog moaned loudly and the telephone began to ring.

Climbing down from the pole, the telephone repairman found:

1. The dog was tied to the telephone system's ground wire via a steel chain and collar.
2. The wire connection to the ground rod was loose.
3. The dog was receiving 90 volts of signaling current when the phone number was called.
4. After a couple of such jolts, the dog would start moaning and then urinate on himself and the ground. The wet ground would complete the circuit, thus causing the phone to ring.

Which demonstrates that some problems CAN be fixed by pissing and moaning.

NOTES FROM THE MEMBERSHIP CHAIRMAN

by
Don Hubbard

I wish to thank **Herb Manley, Vernon, CT, Bob Stetson, Marlborough, MA, Tom Smith, Canton, GA, Col Jack Baggette, Port Royal, SC, Bob Campbell, Peterborough, NH, and Allan B. Campbell, Biloxi, MS** for their generous donations to the Association.

FOR THOSE OF YOU WITH ACCESS TO THE INTERNET, PLEASE BE AWARE THAT THERE IS AN ACTIVE SHIP-IN-BOTTLE CHAT LINE ON YAHOO. TIM NORMAN, THE ORIGINATOR, HAS SENT THE FOLLOWING INFORMATION FOR THOSE WHO WISH TO JOIN.

FROM TIM NORMAN , COORDINATOR OF THE SIBAA YAHOO GROUP

Don, I noticed your mention of the Yahoo Groups! for the Ships-in-Bottles Association. Here are a few things about the site that need to be either corrected or require more information. The site is free and the email address I prefer to now use is twnorman@rocketmail.com . The tnorman@lubbock.k12.tx.us no longer works. I think we should encourage everyone in the club to use this group more. If they join they should look closely at the membership settings. There are several delivery options to choose from. The default selection is "Individual E-mails", but you can actually choose to get only 1 email a day that has a digest of the E-mails, or special notices or no email at all. Below is what the selection looks like:

Message Delivery

- Individual E-mails - Receive individual messages.
- Daily digest - Receive a daily compilation of many E-mails in one message.
- Special notices - Receive only important E-mail notices from the group moderator.
- No email - I'll read messages on the web site. Message Delivery

If a person already is a member they can click on "Edit membership" and change those E-mail settings in the "Message Delivery" section. Pictures can be posted on this site in the "Photo" Section. Plans and videos or other documents can be added to the "Files Section". If you have left us because of start-up problems, please rejoin and alter your settings, this could be very beneficial to all members. Hopefully this information will make joining a little less troublesome. Also there is a "Links" section and in there are many links to members own ship web sites and other web sites that might be helpful to our members. Members can add to this and update and change things here too. Any problems or questions about this website I would be more than happy to answer. My desire was to bring something that could be helpful and useful and increase the communications between members about this nautical craft. Tim Norman, Lubbock, Texas. If anyone is ever in Lubbock, Texas I would love to meet you .Just drop me an email at twnorman@rocketmail.com .

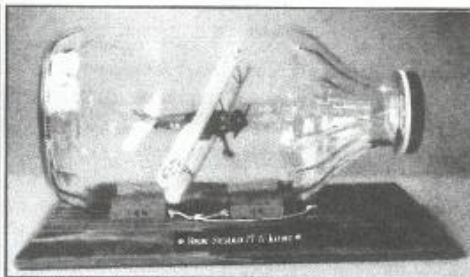
HUELL HAUSER AND CALIFORNIA'S GOLD

I was called yesterday by one Huell Hauser who produces a very popular series called California's Gold. He goes all over the State to find unusual things that have happened or are happening in California. He turns these into half hour productions which are usually seen on PBS. Huell interviewed me last summer at the International Show and I escorted him through, pointing out interesting features about the jugs on display. He also interviewed a ten year old kid who did the insertion of a ship into a bottle and then took some additional pictures of the two old Monterey Fishing Boats, that the museum has recently acquired. Well, we didn't hear from him, and the International show was taken down, so I figured that either I had ticked him off (maybe my Bronx accent didn't fit the part) or the kid had not performed and that the show would not be produced. Could have knocked me over with a feather when the phone rang in late July and there he was asking more questions. The flick is now out (a friend called me from upstate), so keep an eye out for it.

YOU BOTTLED WHAT?



Charles Hand's *Ramblin Wreck*



Bill Weiser's *Stearman Aircraft PT-17*

SHORT LIST OF SIB WEB SITES

Jim "Goose" Godwin - <http://www.carolinasib.com/index.php>

Celina Ferreyra - <http://www.celinaferreyra.com.ar>

Gil Charboneau - <http://lincoln.midcoast.com>

Artem Popov - <http://www.shipbottle.ru/>

Dutch Association - <http://www.shipsinbottle.nl>

SIBAA - <http://www.shipsinbottles.org>



HOLOCAUST BOTTLES

by
BURTON D. RECKLES, Sugarland, Texas

When Burt sent me the pictures of his bottled "Holocaust Models" he mentioned that because of the seriousness of the subject the bottles would be badly characterized if called "Whimseys". There is no question that he is correct in this. However there is a category of bottles which are called "Memorials" and this is where his work belongs. His bottles will be shown in the Holocaust Museum in Texas.

A JEW LIVED HERE

Time: Autumn 1992

Place: Sokolka, Province of Bialostock, Poland

Occasion: Family roots search accompanied by my wife, Ryva, my son Doa and our guide.

At the town hall they told us that the synagogue, with all the Jewish records, was burned by the Nazis. Our guide suggested we move our search to the former ghetto area. She said "We need to talk to older people wh lived in Sokolka THEN".

The townspeople told us many terrible stories of the day the Nazis took the Jews from Sokolka. Standing between a shtetl and pointing to it, one man told us, "A JEW LIVED HERE". "In fact" he said, "This was a Jewish street. The butcher lived next door and the blacksmith lived across the street. When the Jews didn't return, townspeople moved into their houses." Pausing, he told me that when he had planted his first garden, he had unearthed some things that belonged to the former owner. I remembered reading that the garden was a favorite hiding place for possessions when a family was notified of a pending transfer.

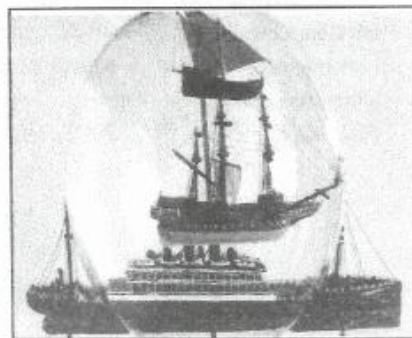
The owner excused himself and returned with a large *menorah*, which he gave to me. Upon returning to Houston, I gave this heirloom from an unknown family to the Holocaust Museum. I hope they will consider this a proper memorial setting to commemorate their family's sacrifice.



DIASPORA

Jewish survival is the result of thousands of forced and self-directed migrations undertaken over more that 25 centuries. This diorama depicts vessels involved in three of these thousands of historic journeys.

1. EUROPEAN EXPULSIONS (1182-1497) Crusade inspired religious zeal and greed for loan cancellations resulted in royal expulsion orders for Jews in France (1182), England (1290), Spain (1492) and Portugal (1497). Caravels (top vessel) were the prevalent means of escape transportation.



2. JEWISH MAYFLOWER (1654) An inquisition ordered expulsion of the Jews from Portugese Brazil resulted in the capture of 23 Marranos by pirates and their subsequent rescue by the French man-o-war St. Catherine which landed the 10 adults and 13 children in New Amsterdam (New York). Middle ship is the Dutch built French Man-o-War, St. Catherine.

3. GREAT MIGRATION (1880-1920's) Over 2 million Jews, mostly from Russia and Eastern Europe, escaping government sponsored pogroms, discrimination and anti-semitic laws sought religious freedom by immigrating to the U.S. on steamship like the Koenig Albert (North German Lloyd Line).

EXODUS 1947

EXODUS 1947 was formerly the President Warfield, a Chesapeake Bay day steamer and converted D-Day troop carrier. This modest ship, resurrected from the scrap yard, provided the most spectacular chapter in the story of illegal Jewish immigration leading to the birth of Israel.



Purchased by Palmach, the Hagganah's commando arm, the ship was renamed EXODUS !(\$&. It was refitted in the U.S. from 600 passenger design to hold 4,500, after which it sailed for Marseilles, France where it was filled with Jewish displaced person camp refugees.

Britain, the then current Palestinian authority, asked France to detain the ship, but it slipped away, sailing the areas narrow channels without a pilot. The EXODUS was intercepted at sea by a British destroyer flotilla, and the refugees held off British boarding parties while broadcasting their plight to the worlds press. Overrun, battered and holed, EXODUS was escorted to Haifa where the British compounded their political P.R. blunder by sending the refugees back to a German refugee camp.

This dramatization of Britain's failed Palestinian policy set the ground work for the 1948 U.N. establishment of th State of Israel. Among the first immigrants to enter the new Jewish homeland were many of the refugees from the EXODUS.

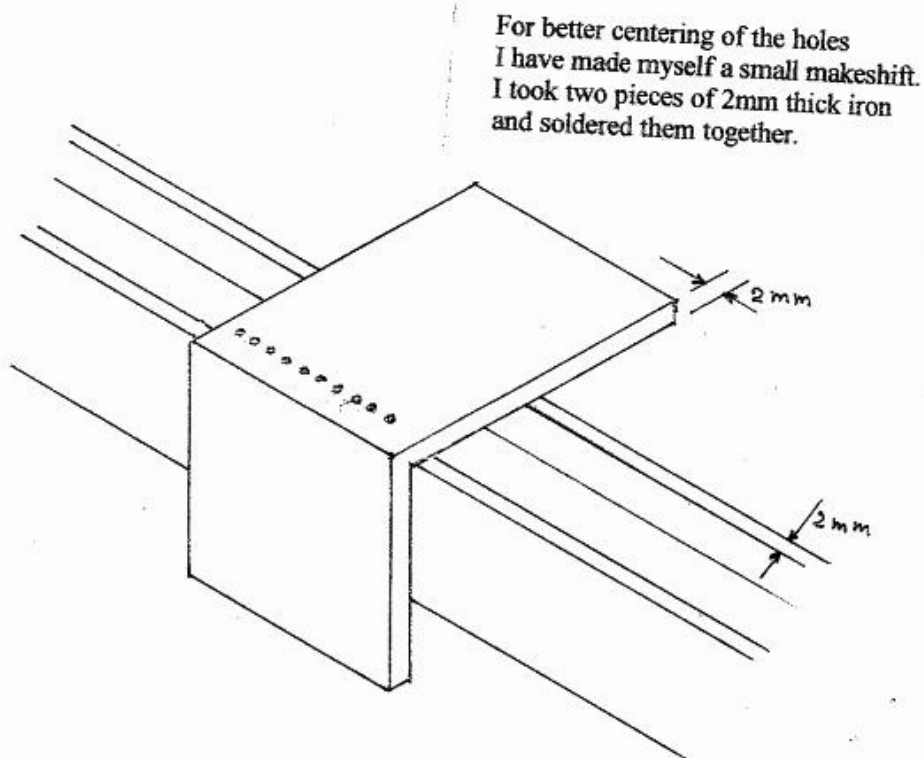
KRISTOLNACHT

KRISTOLNACHT (Crystal Night) is a dramatization of the events which took place in Germany on the night of November 18, 1938. At the behest of the German National Socialist Party (the Nazis) Jewish stores were systematically raided and the glass fronts broken into. Jews were forced to wear the Star of David and their stores were marked with the words, "JUDEN" to indicate their ethnicity so that they could be shunned by Germans loyal to Hitler. This symbolic night has been dramatically documented by this small rendering in a pocket watch case by Burt.



BULWARKS.

The bulwarks of the SIB's that I build have a thickness of about 2 millimeters. I drill the holes of 1 mm through the top of the bulwarks and through the hull.



At a distance of 3 mm (thickness of the iron plus half the width of the bulwark) I drilled a couple of 1 mm holes. Do not use brass since that wears out too quickly.

For a good result I suggest that you clamp the hull and the iron appliance together in a vice.

I wish you success!

16.

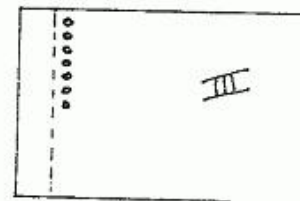
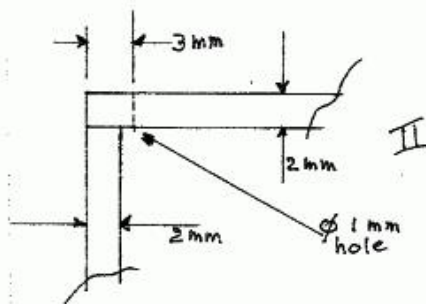
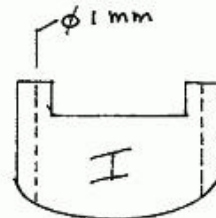
Bob de Jongste, Holland.

BULWARKS.

The bulwarks of the SIB's that I build have a thickness of about 2 millimeters. I drill the holes of 1 mm through the top of the bulwark and through the hull. See figure I, but realize that the sketches are 3 times enlarged.

For better centering of the holes I have made myself a small appliance. I took two pieces of 2 mm thick iron and soldered them together. See figure II

At a distance of 3 mm (thickness of the iron plus half the width of the bulwark) I drilled a couple of 1 mm holes. See figure III. Do not use brass since that wears out too quickly. For a good result I suggest that you clamp the hull and the appliance together in a vice.

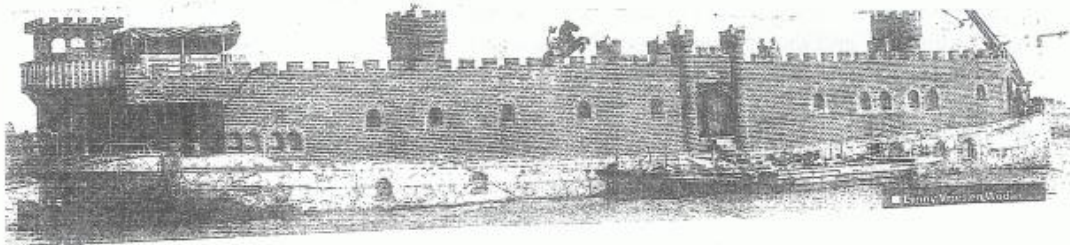


I wish you success! (Bob de Jongste, Holland)

*The ship was sinking, the captain called:
"Is there someone who can pray?"
A man stepped forward:
"Yes I can, I am Father Day!"
"That's very good!" the captain said:
"You can stay on board.
The others jump into the sea
for we are one lifebelt short!"*

SAIL AMSTERDAM 2005 (Bob de Jongste)

Sail Amsterdam 2005 was a fantastic success. There were more than 2 million visitors from all over the globe. I don't have to tell you about the tall ships that are present at all nautical events, no, I am going to tell you something, which is absolutely unique in Amsterdam, the so called "pieramachochel" parade through the Amsterdam canals. The parade is open to any floating object, that doesn't look like a ship and that is allowed to participate in the parade. (safety-reasons)
For instance Heineken's brewery with their sailing beercan and so there are many others.



I show you a sailing castle. A man (he must be crazy) in the Northern part of Holland bought some three years ago a 50 meters (164 feet) long hull of a very old river-vessel that had been laid up long ago. In three years time he, together with an army of volunteers, built a castle. On the upper-deck behind the crenels you see him on his horse Wodan. The picture of the castle is from a newspaperprint. As soon as the official sailcatalog appears I hope to show you some more of those crazy "pieramachochels".
And believe me, honest Injun, not all Dutch people are crazy!



THE LAST WORD..... We found the secret to eternal youth - - - lie about your age!!

PERMISSION TO PUBLISH revised 1997

I, _____, hereby grant the Editor of the Bottle Shipwright
permission to publish the enclosed article/manuscript entitled: _____
Photo/s captioned: _____
and written/photographed by: _____

(please print name in full)
Cartoon/s, trademark/s, newspaper/magazine/newsletter articles or photographs,
captioned/entitled: _____
Written/drawn/photographed by: _____

(please print name in full)
I, _____, hereby also grant the Editors of Buddeschiff Express,
(Germany) The Ship Bottlers, (Japan) Rose des Vents, (France) The Bottle Ship,
(European) Welkom aan Boord, (Netherlands) permission to publish the enclosed
article/manuscript entitled: _____
Photo/s captioned: _____
and written/photographed by: _____
Granted, _____ Not granted, _____ indicate yes or no and initial. _____

**IF MATERIAL DID NOT ORIGINATE WITH THE
PERSON SUBMITTING MATERIAL**

Enclosed herewith is the permission slip from the copyright holder to reprint the
article/s, photograph/s, cartoon/s, illustration/s, enclosed.

GENERAL RELEASE

I understand that the Ships-In-Bottles Association of America, and the Bottle
Shipwright, are staffed by unpaid volunteers, and I agree to hold said staff,
blameless/harmless, should my article/ manuscript/photo/cartoon, be libelous or violate any
copyright or trademark rights of any person, corporation or company. I further agree that I
will hold the Ships-In-Bottles Association of America or the Bottle Shipwright
blameless/harmless for any costs, damages, expenses that may result from said libel or
copyright infringement.

Address: _____

City: _____ State: _____ Zip code: _____

Area code and telephone number: _____

Signature: _____ Date: _____

This form must be submitted with any material for publication in The Bottle Shipwright.

Please fill in in ink. You may photocopy for additional materials or contact the editor for
additional forms.



THE SHIPS-IN-BOTTLES ASSOCIATION OF AMERICA

Thank you for your query:

The **Ships-In-Bottles Association of America** (S.I.B.A.A.) is one of several affiliated ships-in-bottles associations throughout the world. All share the common goals of promoting the traditional nautical art of building ships-in-bottles through the exchange of ideas, and the hope of advancing the cause of international good will by sharing mutual interests.

While our title indicates that we are an American organization, we have members as far afield as New Zealand, Australia, India, Japan, many European countries, as well as throughout the U.S. and Canada.

Our Journal, **THE BOTTLE SHIPWRIGHT**, is published quarterly and introduces ideas of ship-bottling submitted by our diverse and talented membership. The Journal also contains news of our bi-annual conferences in various parts of the country, competitions and exhibits, articles about bottling ships, photos of member's works, modeling plans and other material related to the art. As a result of the Association many members correspond with one another throughout the world and many new and close friendships have been formed.

We would like to invite you to join us. Current dues are \$ 25.00 in U.S. currency, and checks should be made out to S.I.B.A.A. Please send to:

Don Hubbard, Membership Chairman
P.O. Box 180550,
Coronado, CA 92178-0550

APPLICATION FORM

Full name: _____ Date: _____

Address: _____

City: _____ State: _____ Zip: _____

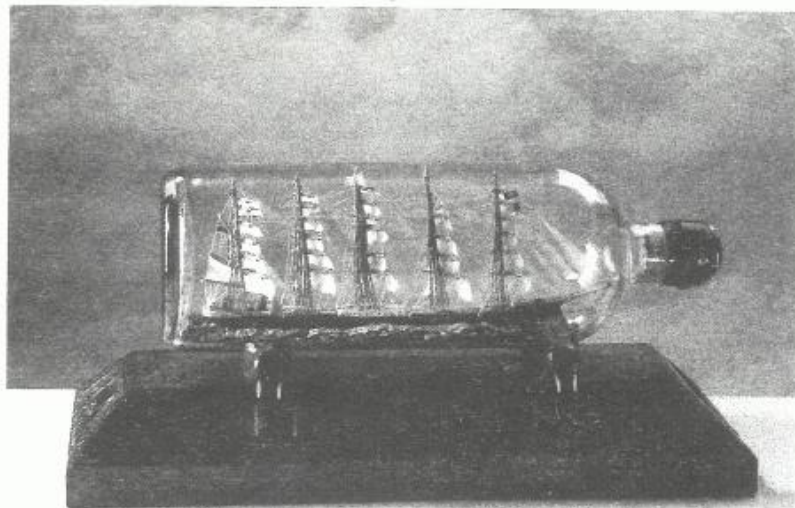
Telephone: _____ E Mail: _____

Please briefly indicate your interest and experience with bottled ships: _____



E-mail Addresses. (revised 6/2004)

Clifford Alleman (clifford_alleman@byu.edu)
Greg Alvey (gpalvey@bellsouth.net) Robert Brown (rcjbrown@metrocast.net)
Jack Arnold (jacoot@krc.com)
Joe Barr (JoeBarr@boatnerd.com) SIB History Page.
Alan Barracough (cudal1949@comcast.net) (http://fundinet/fpweb/2-hist.htm)
Andy Bloom (bovinehealth@aol.com)
Bernd Braatz (cordula.braatz@tu-berlin.de) Celina Ferreyra.
Bernd Braatz (postbox@resy/vws.tu-berlin.de) www.celinaferreyra.com.ar
Saul Bobroff (sbobroff@juno.com) Don Read (readclan@chisp.net)
Terry Butler (Ashiplady@bridgenettn.com)
Gil Charboneau (gilships@lincoln.midcoast.com)
David Conrad (wicketbrick@aol.com)
Rod Deady (deady30758@aol.com) David Dikin (davidd20042001@yahoo.com)
David Dolch (dolch@westlake.k12.ch.us)
Frank DuMey (olcacker@theriver.com)
Miles G. Dunscombe (dunscombem@sbcglobal.net)
Bryan R. Emond (emonds@comcast.net)
Robert Evans (cwboats@aol.com)
Edgar Fisher (efisher3@bellsouth.net) Gerald J. Blaha (gblaha@lakefield.net)
Chris Fowler (patfowler@mediaone.net) Jay Black (postCapt@aol.com)
John Fox III (johnfox3@centurytel.net)
Brian Frantz (bfrantz@globaltelecom.com)
David J. Gendall (klgendall@attbl.com)
John Green (greengo@bellsouth.net)
Ray Handwerker (bt1shprt@innet.com) Jack Hinkley (jhinkley4@netzero.net)
Don Hubbard (hubbarddon@aol.com)
Bob De Jongste (bobdejongste@wxs.nl)
Dutch SIB (www.shipsinbottles.nl)
Philip Keyes (prk2406@aol.com)
Patricia Labistour (patricai@seascape.demon.co.uk)
Robert Little (stormyl2gte.net)
Marty Maciejewski (martymac@msn.com) Don Vernon McLaughlin (kanko@cox.net)
Adam Mello (lolamello@calic.com.net) Burt Reckles (burtryva@houston.rr.com)
Alan Moltz (Amoltz@cox.net) Craig S. Swirbliss (swirbblurb@yahoo.com)
Frederico Miethe (freddmie@aol.com) Wayne McDermott (litboat@sbcglobal.net)
Amy Moseley (moseleae@email.uc.edu) Tom Smith (tsmith770@alltel.net)
Chris Nair (grknair@touchtellingindia.net)
Tim Norman (twnorman@rocketmail.com)
Robert A. O'Neil (roneil@cogeco.ca)
Michael Ott (wott@tampabay.rr.com)
Bob Paroz (gypsoandco@aol.com) G. Robert Stetson (lgrstetson820@verizon.net)
Artem Popov (popov@pol.ru) Flora Bradley (floravon@insightbb.com)
Ralph Preston Propaganda Sheets (www.hit-the-bottle.com)
Ralph Preston (hitthebottle@juno.com) Jean Fortesa (jean.fortesaa@tiscali.fr)
Alan Rogers (artful-uk@supanet.com) Dennis Bladine (djbladine@juno.com)
Hector Sepulveda (andres@sepulveda.org) Dale P. Gonseth (dalepaulg@aol.com)
Kevin Seufert (leprechaun@cnsii.com) Charles W Long (chaslonger@aol.com)
David Smith (dsresrch@fundy.net) Mark Pritchett (marks69dodge@yahoo.com)
Joseph Smith (joesmithmtp@yahoo.com) Gerald S. Ross (rrockross@aol.com)
Martin Stroud (mmstroud@mts.net) William Thiele (wjthiele@patmedia.net)
Richard Walton (rwalton@jetlink.net)
Larry Von Werder (fbu2one@aol.com)
Melvin Weir (donuts@gis.net)
George Williams (georosiew@juno.com)
World wide web server (http://www.shipbottle.ru)
The woodenboat store, E-mail (wbstore@woodenboat.com)
Web site (http://www.woodenboat.com) Phone # 1-800-272-7447.
Nobuyasu Yamazaki (n.yamazaki@osaki.co.jp)



Bob de Jongste of The Hague, Holland sent in the Post cards seen here. The top is of the "Preussen" the lower is either a tug boat or a fishing boat.

